

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: Trolley Simplification in the City Center: S Washington Street and Fifth Avenue S</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: N/A</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: King County Department of Transportation/ King County Metro</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
4	<p>Project contact person: Peter Heffernan</p> <p>Address: 201 S Jackson Street</p> <p>Phone: 206.684.1812 Fax: 206.684.2111</p> <p>E-Mail: peter.heffernan@kingcounty.gov</p>

5 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

Metro's Electric Trolleybus network is a fundamental part of the transit system in Seattle. The current electric trolleybus system serves 80,000 rides each day, with over 1,500 daily trips. Ridership on these routes is 24 million riders annually, over 25% of Metro's total ridership of 118 million annual rides. Electric trolleybuses can function in a similar way to streetcars, with environmental benefits and ability to climb hills for a much lower costs and offer a quiet and smooth ride for passengers. Trolleybuses have the potential to serve more people if the network is strengthened and revised through trolley wire simplification.

This grant request is for funding to make routing improvements, including adding overhead wire that will increase the effectiveness of the electric trolleybus service at Fifth Avenue S and S Washington Street in downtown Seattle. Currently, in the outbound direction trolleybus routes travel via Second Avenue Ext S, turning left onto Jackson Street, and proceeding north. In the inbound direction, trolleybus routes travel down Jackson Street, turning right onto Fourth Avenue S. This project will allow trolleybuses to avoid the congestion currently experienced at these intersections and improve reliability for trolley routes. The simplification of routing reduces the number of needed turns, reroutes trolleybuses to less congested corridors and creates more direct pathways that will improve travel times, decrease back up and congestion, boost transit speed and reliability, and enhance the passenger experience.

This project will add overhead trolleywire on S Washington Street between Third Avenue S and Fifth Avenue S and also on Fifth Avenue S between S Washington Street and S Jackson Street. The modified routing will benefit routes 7, 14, and 36, all which serve downtown Seattle, International District/Chinatown and the Rainier Valley. This includes two high ridership routes (routes 7 and 36) which account for 80% of the 19,000 daily riders this project will benefit.

This grant request will fund preliminary engineering, design and construction of the S Washington and Fifth Avenue S trolley simplification project.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The trolley simplification project at S Washington Street and Fifth Avenue S would improve the operation of energy-efficient trolleybuses by creating a more direct pathway, thereby improving travel times, reducing congestion for trolleybus coaches and improving transit speed and reliability. This project would provide a two minute travel time savings for the 19,000 daily riders of routes 7, 14 and 36.

This trolley simplification initiative would also benefit the flow of transit through a very congested area at Second Avenue Ext S and Fourth Avenue S and S Jackson Street by reducing bus volumes. The project is also expected to generate savings for Metro, in annual passenger hours (140,000) and operating costs. The estimated savings in service hours would be reinvested where they are saved, in the existing routes operating in this corridor, which includes two high ridership routes, the 7 and 36, which serve the Rainier Valley and Beacon Hill areas.

6	<p>Project location: S Washington between Third Avenue S and Fifth Avenue S; on Fifth Avenue S between S Washington and S Jackson Streets.</p> <p>a. County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Third Avenue S and S Washington Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Fifth Avenue S and S Jackson Street</p>	
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> Any bicycle and/or pedestrian project. Projects not on a roadway and using CMAQ or other funds Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p>Rural Functional Classifications "Under 5,000 population"</p> <p>(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p>Urban Functional Classifications "Over 5,000 population"</p> <p>(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select **one** of the following three categories that best fits your project and follow the corresponding instructions:

- ☒ **Designated Center:** Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ **Manufacturing/Industrial Center:** Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☐ **Connecting Corridors:** Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or estrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected "Designated Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. **Center Development.** Please address the following:

- **Growth.** Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- **Plans and Policies.** Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- **Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Growth: This trolley simplification project will benefit and support regional growth centers as identified in the Puget Sound Regional Council's (PSRC) Vision 2040 plan. This project supports electric trolleybus service to the regional growth center of downtown Seattle, providing better access to 150,000 jobs in the center while also improving travel times to several of Seattle's urban villages, as defined in the City of Seattle Comprehensive Plan. Routes 7, 14 and 36 currently operate between downtown Seattle and the urban villages of North Rainier (7), Columbia City (7), 23rd and Union/ Jackson Streets (14), Rainier Beach (7/36), and North Beacon Hill (36). All of these routes serve the Chinatown/International District urban center as well. By providing a more reliable connection to and from these areas and downtown Seattle, the project will support growth and improve access to employment, social services, retail and recreational activities in the center.

Policies Supported: The Puget Sound Regional Council (PSRC) has identified regional growth centers in the Puget Sound area that are targeted for transportation funds as well as housing, employment, and population growth. According to PSRC, downtown Seattle is a designated regional growth center. In order to strengthen and focus growth on these designated areas, adequate transit infrastructure must exist. This trolley simplification project will improve trolleybus operations, enhance transit speed and reliability, and help meet the travel needs of people who live, work, and play in this designated growth center as well as others accessing the center.

Building on PSRC's designations, the City of Seattle's Comprehensive Plan defines a strategy for how to best manage growth in a changing and developing region. Urban villages are emphasized, which provide for diverse housing and employment growth, promote pedestrian and transit-oriented travel, provide neighborhood-oriented services and infrastructure that adequately serves the needs of the people who live there, and enhance the natural and cultural resources of the City. Urban villages are designed to accommodate growth and to maximize the benefits of public investment in concentrated areas. The provision of good transit service to these areas is fundamental to their success. Seattle's Transportation Strategic Plan and Seattle Transit Plan identify the Urban Village Transit Network (UVTN), which is a network of key corridors in Seattle to be served with good transit service. Downtown Seattle, North Rainier, Columbia City, and Beacon Hill are some of the designated urban centers or villages that would benefit from this project. The S Washington Street and Fifth Avenue S trolley simplification project will improve the transit experience of riders and enhance the connections and mobility options for residents, businesses, and recreation users.

The project furthers the aims of the following regional, King County and City of Seattle policies:

- PSRC Vision 2040 Policy MPP-T-12: Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers (page 84).
- PSRC Vision 2040 Policy MPP-T-23: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers (page 86).
- PSRC Vision 2040 Policy MPP-T-26: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation (page 87).
- Countywide Planning Policy FW-18: The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options. This system shall be cooperatively planned, financed, and constructed. Mobility options shall include a high-capacity transit system which links the Urban Centers and is supported by an extensive high occupancy vehicle system, local community transit system for circulation within the Centers and to the non-center Urban Areas, and non-motorized travel options (page 42).
- Countywide Planning Policy T-5: Each Urban Center will be providing for a minimum of 15,000 jobs and should be served by high-capacity transit. Each Manufacturing Center containing a minimum of 15,000 jobs and having sufficient employment densities to support high-capacity transit should be served by high-capacity transit (page 43).
- City of Seattle Comprehensive Plan Policy T4: Provide sufficient transportation facilities and services to promote and accommodate growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single occupancy vehicles (page 3.3).
- City of Seattle Comprehensive Plan Policy T6: Allocate street space among various uses (e.g.: traffic, transit, trucks, caprools, bicycles, parking and pedestrians) according to Complete Streets Principles, set out in Ordinance 22386 to enhance key functions of a street as described in the Transportation Strategic Plan (Transportation Element of the City of Seattle Comprehensive Plan, page 3.4).
- City of Seattle Comprehensive Plan Policy T20: Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable (page 3.9).

Regional Economic Strategy: This project benefits PSRC's identified targeted cluster businesses by increasing access for employees and customers to downtown Seattle through speed and reliability improvements. This trolley simplification project is in a key regional growth center and will provide benefits to trolley routes that connect through urban villages such as Rainier Valley, Columbia City and Beacon Hill into downtown Seattle, where all five industry clusters are located and access to over 150,000 jobs is provided.

12. Project's Benefit to the Center. Please address the following

- **Long-Term Benefit.** Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- **User Groups Supported.** Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

Long-term benefit: Trolley bus service can be unreliable and slow depending on traffic conditions and other factors. Trolleybuses currently experience several operational issues at the Second Avenue Ext S and Fourth Avenue S intersections at S Jackson Street. By adding trolleywire on S Washington and Fifth Avenue S, trolleybuses would be able to avoid backups at both Second Avenue Extension S and Fourth Avenue S. This change in routing would also relieve bus stop congestion at Third Avenue S and Main Street. This project would reduce the potential for modal conflicts, as buses would be routed to avoid Fourth Avenue Sand Jackson Street, an area with high traffic volumes and pedestrian crossings.

Faster and more reliable service made possible by the proposed improvements will help remove barriers to transit such as reliability of service and long dwell times associated with traffic congestion and other operational procedures. This project will improve transit flow in a key transit corridor, making connections more reliable and providing a travel times savings to riders.

Groups Supported: This trolley simplification project will provide improvements to a designated regional growth center and several urban areas, helping to meet the travel needs of a variety of riders; commuters, students, transit-dependent, shoppers, people who want to give up their cars for environmental reasons, and others. This project and the improved transit service it facilitates will also benefit minority and lower income populations as designated in the presidential Executive Orders for Environmental Justice. The S Washington Street and Fifth Avenue S trolley simplification project will benefit routes serving these populations. Several trolleybus routes benefiting from the project traverse through urban villages including North Rainier, 23rd Avenue and Jackson/ Union Streets, Columbia City and Rainier Beach, in which 30-40% of family population is below poverty level.

13. Circulation within the Center. Please address the following.

- **Safety and Convenience.** Describe how the project improves safe & convenient access to major destinations within the center.
- **Intermodal Opportunities and Connections.** Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- **Travel Choices.** Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

- **System Continuity.** Describe how the project completes a physical gap or provides an essential link in the transportation network.
- **Parking.** If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

Safety and Convenience: By making routing improvements, several potential conflicts will be minimized and access to centers such as downtown Seattle and destinations such as Pioneer Square and the International District will be improved. The S Washington Street and Fifth Avenue S trolley simplification project will improve safety for trolleybus routes currently using Second Ave Ext S/ Fourth Ave S and S Jackson Street. A modified routing will reduce pedestrian conflicts and rear-end accident potential by having trolleybuses operate on a less congested pathway to and from downtown Seattle. The project will also address several operational issues on the current pathway including backups and congestion which slow trolleybus operations.

This project will also help alleviate heavy congestion that often results from events at Qwest and Safeco Fields at the intersections of Second Ave Ext S and Fourth Ave S at Jackson Street. By modifying trolleybus routing to a more direct pathway on S Washington Street and Fifth Avenue S, bus volumes in the area will be reduced and travel times may be reduced during heavily congested periods, such as before or after stadium events.

Intermodal Connections: This project will maintain existing intermodal connections for trolleybus routes traveling in this area. Currently, for trolley routes operating via Second Ave Ext S via Jackson Street and Fourth Avenue S, there are intermodal connections to both Link Light Rail and the Downtown Seattle Transit Tunnel within a comfortable walking distance to transfer. Routes are accessible by foot and bicycle connections are encouraged with existing bike racks on trolleybus coaches. This level of intermodal connectivity would be maintained for trolley buses using the S Washington Street and Fifth Avenue S routing. This routing would allow trolley buses to avoid congestion and back-ups, improving travel time by two minutes per trip. Using this more reliable pathway at S Washington Street and Fifth Avenue S would give riders a more dependable connection with other modes.

Travel Choices: This project builds on existing travel modes to downtown Seattle and urban villages such as North Rainier, Columbia City and Beacon Hill and improves the speed and reliability of the service. This more convenient transit service will encourage and induce riders who have other options, such as automobiles, to take transit. Trolley simplification at S Washington Street and Fifth Avenue S will decrease transit travel times, provide more reliable service, increase corridor capacity, save operating dollars, and be a more comfortable way to travel. Trolleybuses, operating on electricity, will also improve air quality and reduce emissions in urban centers and elsewhere by attracting new riders to transit, reducing single-occupant vehicle use and vehicle miles traveled.

Continuity: This project serves the regional growth center of downtown Seattle which provides access to over 150,000 jobs and provides connections to several urban villages. The addition of new trolley wire connections at S Washington Street and Fifth Avenue South improve the speed and reliability of trolleybuses into and out of downtown Seattle and areas such as Rainier Valley and Beacon Hill. This trolley simplification project is a logical improvement to the system, it improves trolleybus operations, access to and from downtown Seattle, a major employment center, and provides a travel time benefit to 19,000 daily riders.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- **Freight Movement.** Describe how the project provides opportunities for freight movement.

- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, and commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.

- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

This project will provide long term benefits to the 19,000 daily riders of Routes 7, 14 and 36, traveling to and from downtown Seattle, the International District/ Chinatown and Rainier Valley. This project will help alleviate back-up and congestion that exists at Second Avenue Ext S and Fourth Avenue S by providing new trolleywire and routing improvements via S Washington S and Fifth Avenue South.

Trolley buses already provide a benefit to the environment by operating on electricity, improving air quality and reducing emissions in urban centers. The project will realize further emissions reductions by increasing the flow of traffic and minimize idling time as well. This project will improve the speed and reliability of these buses, making these routes more attractive to choice riders, reducing single-occupant vehicle use and eliminating vehicle trips.

This project is estimated to result in 7,000 additional hours of service for trolley buses and \$900,000 in operating savings. These vehicles will replace diesel vehicles operating in an urban environment. The direct carbon savings from this measure will be approximately 1,100 lbs of diesel fuel. This service will provide over 560,000 passenger miles of travel. Using EPA standardized mileage of 20.2, and a vehicle occupancy rate of 1.2, it is estimated that 23,200 gallons of gasoline can be reduced, resulting in a carbon emissions reduction.

Trolley overhead wire at S Washington Street and Fifth Avenue S will provide a new connections that reroutes buses from congested streets and creates more direct pathways for trolleybuses. This project is estimated to benefit 19,000 daily riders, with a travel time savings of two minutes per bus trip for this project. This amounts to a significant travel time savings that may encourage additional ridership on these routes, thereby reducing vehicle miles traveled. This project will support easier access both on foot and by bicycle and provide a more direct connection for users. Bicycle connections are encouraged with existing bike racks on trolleybus coaches. The trolleybus system and this trolley simplification project promote pedestrian-friendly development which encourages people to walk more, use transit, and drive less.

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

- Not yet completed a. Final FHWA or FTA approval of environmental documents including:
(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
(select one) - Section 106 Concurrence.
(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Not needed b. True Cost Estimate for Right of Way.
- Not needed c. Right-of-way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).
- Not needed e. Right-of-way Certification.
- Not needed f. Certification Audit by WSDOT R/W Analyst.
- Not needed g. Relocation Certification, if applicable.
(select one) - WSDOT Certification Audit of Relocation Process, if applicable.
- Not yet completed h. Engineer's Estimate.
- Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

King County Metro anticipates that the level of environmental review for the construction of S Washington and 5th Ave S will be a documented categorical exclusion. This grant request will help fund preliminary engineering and design as well as construction for this project, which is estimated to be completed in late 2012. Required documentation for the project would be completed no later than fall 2011.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.

- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Preliminary Engineering & Design	12/01/2010	CMAQ	\$463,670
Construction	12/01/2010	CMAQ	\$2,446,857
			\$
Totals:			\$2,910,527

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Preliminary Engineering/Design	2010	Local	\$72,365
Construction	2010	Local	\$381,879
			\$
			\$
			\$
TOTAL:			\$454,244

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$0

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$536,036	Preliminary Engineering/Design:	2011
Right of Way:	\$	Right of Way:	
Construction:	\$2,828,736	Construction:	2012
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$3,364,771	Estimated date of completion (i.e. open for use)	2012

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

PE, CN

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

KING COUNTY

Seattle
Study Area





